

Date: January 27, 2010  
W.I.: 1252  
Referred by: BATA Oversight

ABSTRACT

BATA Resolution No. 90

This resolution adopts the toll schedule for the state-owned toll bridges in the Bay Area.

Discussion of this action is contained in the Executive Director's memoranda to the BATA Oversight Committee dated December 9, 2009 and January 6, 2010.

Date: January 27, 2010  
W.I.: 1252  
Referred by: BATA Oversight

RE: Toll Schedules for the State Owned Toll Bridges in the Bay Area

BAY AREA TOLL AUTHORITY  
RESOLUTION NO. 90

WHEREAS, the Bay Area Toll Authority (the "Authority") was created pursuant to Streets and Highways Code Sections 30950 *et seq.*; and

WHEREAS, the Authority administers the toll revenues from and finances improvements for the seven state-owned toll bridges in the San Francisco Bay area: the Antioch Bridge, the Benicia-Martinez Bridge, the Carquinez Bridge, the Dumbarton Bridge, the Richmond-San Rafael Bridge, the San Francisco-Oakland Bay Bridge, and the San Mateo-Hayward Bridge (the "Bridge System"); and

WHEREAS, Streets and Highways Code Section 30918(b) provides that the Authority shall increase the toll rates specified in its adopted toll schedule in order to meet its obligations and covenants under any bond resolution or indenture of the Authority for any outstanding toll bridge revenue bonds issued by the Authority and the requirements of any constituent instruments defining the rights of holders of related obligations of the Authority entered into pursuant to Section 5922 of the Government Code and, notwithstanding Section 30887, subdivision (c) of Section 30916, or any other law, Section 30918(b) provides that the Authority may increase the toll rates specified in its adopted toll schedule to provide funds for the planning, design, construction, operation, maintenance, repair, replacement, rehabilitation, and seismic retrofit of the state-owned toll bridges specified in Section 30910, to provide funding to meet the requirements of Sections 30884 and 30911, and to provide funding to meet the requirements of voter-approved regional measures pursuant to Sections 30914 and 30921; and

WHEREAS, lower-than-projected toll revenues resulting from traffic decreases on the Bridge System and higher-than-projected debt and operating cost increases for the Bridge System are being addressed by pursuing operating cost savings, improving toll violation collections, seeking new funding sources, and considering increases in toll rates in order to meet the Authority's above-described obligations; and

WHEREAS, the Authority is required by California law to hold a hearing and a minimum of two public meetings at least 45 days before increasing tolls and is also required, pursuant to Streets and Highways Code section 30918(a), to provide at least 30 days' notice to the transportation policy committee of each house of the state legislature before increasing tolls, and the Authority has complied with this requirement by holding public meetings on October 14, 2009, November 4, 2009, December 9, 2009, January 13, 2010 and January 27, 2010, public hearings on November 4, 2009, November 17, 2009, December 3, 2009, and December 7, 2009, and providing notice to the transportation policy committee of each house of the state legislature by letter dated December 23, 2009; and

WHEREAS, California law provides that the Authority's toll structure for the Bridge System may vary from bridge to bridge and may include discounts for vehicles classified by the Authority as high-occupancy vehicles, notwithstanding any other law; and

WHEREAS, based on the foregoing, the Authority has decided to increase some of the toll rates specified in the adopted toll schedule; now, therefore, be it

RESOLVED, that the Authority finds that the foregoing recitals are true and correct; and be it further

RESOLVED, that the Authority hereby adopts the attached toll schedule, effective on July 1, 2010 and that the toll schedules previously adopted by the Metropolitan Transportation Commission pursuant to Resolutions Nos. 2848 and 3016 and by the Authority pursuant to

Resolution No. 37, Revised and Resolution No. 64, Revised, remain effective until superseded pursuant to this Resolution on July 1, 2010;

RESOLVED, that the Chair of the Authority, the Vice Chair of the Authority, the Executive Director, the Chief Financial Officer, and other appropriate officers of the Authority, be and they are hereby authorized and directed, jointly and severally, for and in the name and on behalf of the Authority, to execute and deliver any and all certificates, documents, amendments, instructions, orders, representations and requests, and to do any and all things and take any and all actions that may be necessary or advisable, in their discretion, to implement the toll schedule adopted in this Resolution and otherwise effectuate the actions that the Authority has approved in this Resolution; and be it further

RESOLVED, that this Resolution shall take effect from and after its adoption.

BAY AREA TOLL AUTHORITY

---

Scott Haggerty, Chair

The above resolution was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in Oakland, California, on January 27, 2010

**BAY AREA TOLL AUTHORITY  
TOLL SCHEDULE FOR TOLL BRIDGES  
(EFFECTIVE JULY 1, 2010)**

**BRIDGES AND TOLLS**

• **2 AXLE VEHICLES**

- Antioch Bridge, Benicia-Martinez Bridge, Carquinez Bridge, Dumbarton Bridge, Richmond-San Rafael Bridge, and San Mateo-Hayward Bridge
  - 2 axle vehicles— regular toll: \$5.00
- San Francisco-Oakland Bay Bridge
  - 2 axle vehicles between 12:01 a.m. and 5 a.m., between 10 a.m. and 3 p.m., and from 7 p.m. to midnight, Monday through Friday—\$4.00
  - 2 axle vehicles between 5 a.m. and 10 a.m. and between 3 p.m. and 7 p.m., Monday through Friday—\$6.00
  - 2 axle vehicles between 12:01 a.m. Saturday and midnight Sunday— regular toll: \$5.00

• **MULTI-AXLE VEHICLES**

- All Bridges
  - Effective July 1, 2010 through June 30, 2011:

3 axles	\$6.00
4 axles	\$8.25
5 axles	\$11.25
6 axles	\$12.00
7 axles or more	\$13.50
  - Effective July 1, 2011 through June 30, 2012:

3 axles	\$10.50
4 axles	\$14.00
5 axles	\$18.00
6 axles	\$21.00
7 axles or more	\$24.25
  - Effective July 1, 2012:

3 axles	regular toll of \$5.00 times 3 axles: \$15.00
4 axles	regular toll of \$5.00 times 4 axles: \$20.00
5 axles	regular toll of \$5.00 times 5 axles: \$25.00
6 axles	regular toll of \$5.00 times 6 axles: \$30.00
7 axles or more	regular toll of \$5.00 times 7 axles: \$35.00

- Toll is based on the total number of axles on the roadway in a vehicle combination. Tolls that vary by time of day are determined by the time clock or time keeping device at the toll collection point.
- Motorcycles are classified as 2 axle vehicles.
- Tolls are collected eastbound only on Antioch Bridge, Benicia-Martinez Bridge, and Carquinez Bridge and westbound only on Dumbarton Bridge, Richmond-San Rafael Bridge, San Francisco-Oakland Bay Bridge, and San Mateo-Hayward Bridge.

#### **FASTRAK® ELECTRONIC TOLL COLLECTION**

- Payment of tolls on the bridges can be made electronically using FasTrak®.
- For information about Fastrak®, go to [www.511.org](http://www.511.org) or call the FasTrak® Customer Service Center at 877-BAY-TOLL (877-229-8655).

#### **COMMUTE BUSES AND VANPOOL VEHICLES**

- A commute bus or a vanpool vehicle may cross toll-free at any time in designated lane(s), in accordance with Authority operational procedures. Passage through staffed lanes requires a toll-free commute bus ticket or non-revenue FasTrak® toll tag issued by the Authority, or an axle-based toll will be charged.
- A commute bus is a vehicle that is:
  - (1) designed, used or maintained for the transportation of more than 10 persons including the driver;
  - (2) operated across a state-owned toll bridge on a route commencing and terminating within a radius of 50 miles from the toll collection point of such bridge; and
  - (3) operated on a regular schedule for any municipal or public corporation, transit district, public utility district, political subdivision or private company for the nonprofit work-related transportation of its employees or by any transportation company operating under a certificate of public convenience and necessity issued by the California Public Utilities Commission.
- A vanpool vehicle is a vehicle that is operating under the provisions of current ridesharing laws and regulations, and designed for carrying more than 10 but not more

than 15 persons including the driver, that is maintained and used primarily for the nonprofit work-related transportation of persons for the purpose of ridesharing.

### **HIGH-OCCUPANCY VEHICLES**

- The Bay Area Toll Authority grants reduced-rate passage on the above bridges for vehicles classified by it as high-occupancy vehicles that use FasTrak® to pay the toll.
- The reduced rate is 50 percent of the regular toll: \$2.50.
- The reduced rate applies only as follows: between 5 a.m. and 10 a.m. Monday through Friday and between 3 p.m. and 7 p.m. on all bridges.
- The following vehicles are classified as high-occupancy vehicles:
  - (1) Two-axle vehicles (without trailer(s)) carrying three or more persons;
  - (2) Two-axle vehicles (without trailer(s)) carrying two or more persons crossing the Dumbarton Bridge or the San Mateo-Hayward Bridge; and
  - (3) Two-axle vehicles (without trailers(s)) designed by the manufacturer to be occupied by no more than two persons, carrying two persons.
  - (4) Motorcycles.
- Tolls that vary by time of day are determined by the time clock or time keeping device at the toll collection point.
- To qualify, high-occupancy vehicles are required to use designated carpool lanes.
- If designated staffed lanes are provided for use by high-occupancy vehicles on any bridge, the high-occupancy vehicles must make cash payment of the reduced-rate passage toll in those lanes.
- So long as it is permitted by law, hybrid vehicles displaying an eligible sticker issued by the California Department of Motor Vehicles may use the carpool lanes on the bridges during designated carpool hours at the reduced rate for carpools.

### **INHERENTLY-LOW-EMISSION VEHICLES**

- The Bay Area Toll Authority grants reduced rate passage on the above bridges to inherently-low-emission vehicles with DMV-issued decals, such as electric cars, that use FasTrak® to pay the toll.
- The reduced rate is the same as the reduced rate for high-occupancy vehicles and applies only during the hours when the reduced rate applies to high-occupancy vehicles.

## **PEDESTRIANS AND BICYCLISTS**

- Any bridge that has lanes or pathways designated for pedestrian or bicycle use may be crossed toll-free by pedestrians and bicyclists in those lanes or pathways in accordance with Authority operational procedures.

## **VEHICLE DEFINITIONS FOR BRIDGE TOLL ASSESSMENT**

- "Motorcycle" means any motor vehicle having a seat or saddle for the use of the rider, with up to four wheels in contact with the roadway, two of which are a functional part of a sidecar.
- "Seating capacity"- if individual seats are provided, the number of such seats shall be used in determining the seating capacity. If individual seats are not used, seating capacity shall be determined on the basis of 17 inches of seat width per person.
- "Vehicle combination" shall include any combination of motor-driven and drawn vehicle(s). Toll assessment will be based on the total number of axles on the roadway in the total combination.
- "Trailer" means any vehicle, including semi-trailer, designed for carrying persons or property and for being drawn by a motor vehicle.